

CLASSIFIED MESSAGE

DATE

2334Z 28 DEC 65

~~SECRET~~

ROUTING

1		9	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8	>2	16	

TO : DIRECTOR

FROM :

ACTION:

INFO :

EO 12958 3.3(b)

IMMEDIATE

IN 79443

TOR: 0028Z 29 DEC 65

0517 1-20

TO

IMMEDIATE

INFO

CITE

6299

THIS IS DUST CLOTH MESSAGE NBR 5

FOLLOWING IS A SUMMARY OF PILOT'S STATEMENT:

TAKEOFF SCHEDULED FOR 1300L ON 28 DECEMBER 1965. FULL GROSS WEIGHT. FLY LONG LINK ROUTE AND CHECK REACON, ARC-50, SSR SEL-CALL FEATURE THIS AIRPLANE JUST COMPLETED "GOODIE" MODS AND PILOT QUESTIONED GROUND CREW EXTENSIVELY ON WORK ACCOMPLISHED. PILOT DECIDED TO CLIMB AT 400 KEAS INSTEAD OF 440 IN VIEW OF INLET WORK ETC, SINCE LAST FLIGHT TOD COMPUTED FOR 7500°. ENGINE START CART FOR LEFT ENGINE QUIT DURING START SO STARTED RIGHT ENGINE FIRST AND THEN LEFT. REST OF THE PREFLIGHT WENT NORMAL. TAXI OUT NORMAL. LEFT ENGINE STALLED DURING RUN UP AS PILOT HAD BEEN BRIEFED IT MIGHT - HE DOWN TRIMMED AND RUN UP NORMAL. SAS ON - ALL OK, NO LITES. ALL LIGHTS ON TELE TALE PANEL NORMAL. PILOT STARTED TAPE AT START ROLL AND RECORDED 65,000 LBS FUEL. AT 190 KTS PILOT LIFTED NOSE OFF RUNWAY - ALL NORMAL. AS ACFT MAIN WHEELS LEFT GROUND THE ACFT IMMEDIATELY BECAME VERY UNSTABLE IN ALL AXIS. PILOT DESCRIBED FEELING AS SIMILAR TO THE TRAINER WHEN ALL SAS OFF, NO FUEL IN NBR 1 TANK AND RUDDER KICKED HARD. PILOT

APPROVED FOR RELEASE  
DATE: AUG 2007

~~SECRET~~

GROUP 1  
EXCLUDED FROM AUTO-  
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AND DECLASSIFICATION

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IMMEDIATELY CHECKED SAS - NO LITES ON - HE WAS USING FULL CONTROL DEFLECTIONS TO OVERCOME AIRCRAFT EXCURSIONS. AS SPEED INCREASED EXCURSIONS BECAME MORE VIOLENT AND PILOT SAID NOSE OF AIRCRAFT WAS GYRATING WILDLY. NOSE SUDDENLY TOOK ABOUT 15 DEG DOWN PITCH AND STARTED ROLLING TO LEFT. PILOT APPLIED FULL AFT AND FULL RIGHT STICK AND RUDDER WITHOUT APPARENT EFFECT. PILOT STATED GROUND APPEARED TO BE IMMEDIATELY BELOW THE AIRCRAFT AND HE REALIZED HE WAS NOT ABLE TO CONTROL GYRATIONS AND ELECTED TO EJECT. HE PULLED D RING, SAW CANOPY GO, FELT ROCKET IGNITE, SAW FLAME IN COCKPIT FROM ROCKET MOTOR, SEPARATED FROM SEAT IMMEDIATELY BEFORE IMPACT WITH GROUND. HE THOUGHT HE WAS GOING TO HIT SEAT. HE IMPACTED WITH GROUND VERY HARD AND FELT SHARP PAIN IN HIS RIGHT LEG AND THOUGHT HE'D BROKEN IT.

## RELATED COMMENTS:

PRELIMINARY TALKS WITH CHASE PILOT, MR. SKLIAR AND MOBILE CONTROL OFFICER, MR. SULLIVAN TEND TO CONFIRM MR. VOJOVODICH'S STATEMENT THAT ALL WAS NORMAL UNTIL LIFT OFF. PILOT APPEARS TO HAVE NO BROKEN BONES AND ONLY MINOR BRUISES. BEAUTIFUL EJECTION SYSTEM PROVEN ONCE AGAIN PLUS HIGH DEGREE OF TRAINING AND FAST REFLEXES OF PILOT COMBINED TO SAVE A LIFE AND GIVE US A MAN TO TALK TO IN DETERMINING WHAT HAPPENED. I'VE GROUNDED ALL CYGNUS ACFT ON THIS BASE UNTIL FURTHER NOTICE. NEXT CONSTRUCTIVE INFORMATION WILL PROBABLY COME FROM NORTON TEAM. WITNESS REPORTS HAVE ACFT CONTACTING THE GROUND NOSE DOWN, LEFT WING DOWN AND ROLLING LEFT.

END OF MSG

## CLASSIFIED MESSAGE

DATE 2259Z 28 DEC 65

~~SECRET~~

## ROUTING

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8		16	

TO : DIRECTOR

FROM :

EO 12958  
3.3(b)(1)>25Yrs  
EO 12958 6.2(c)

ACTION:

INFO :

IMMEDIATE

IN 79433

TOR: 2336Z 28 DEC 65

OSA 1-20 *[Signature]*

TO IMMEDIATE

INFO

CITE

6297

OXCART OPS

THIS IS A DUST CLOTH MESSAGE

1. AIRCRAFT NO. 126 DESTROYED IN ACCIDENT ON TAKEOFF. OFFICIAL TIME OF ACCIDENT IS 2055Z/28 DECEMBER. FOLLOWING IS OFFICIAL WEATHER OBSERVATION AT TIME OF ACCIDENT: 6500 FEET SCATTERED, 13000 FEET BROKEN, HIGH OVERCAST, VISIBILITY 15 MILES, TEMPERATURE 40 DEGREES FARENHEIT, DEWPOINT 27 DEGREES FARENHEIT, WINDS 090 DEGREES MAGNETIC AT 02 KNOTS. ALTIMETER SETTING 29.89, PRESSURE ALT 4491 FEET, RUNWAY CONDITION DRY. ☐ GENERALLY COVERED WITH A SHEET OF ICE. FORECAST WEATHER FOR FLIGHT GIVEN AT BRIEFING: FOR TAKEOFF; TEMPERATURE 41 DEGREES FARENHEIT, PRESSURE ALTITUDE 4460 FEET; SURFACE WINDS GUSTY GENERALLY FROM 200 DEGREES AVERAGE 5 KNOTS GUSTS TO 12 KNOTS WITH INTERMITTENT CONDITIONS OF 15 KNOTS GUSTS TO 28 KNOTS.

2. GROSS WEIGHT 118,300 POUNDS, TAKEOFF C.G. 20.9 PERCENT. LEFT ENGINE NBR 224 WITH FROSTY HAMILTON STANDARD FUEL CONTROL, RIGHT ENGINE NBR 255 WITH LATE BENDIX FUEL CONTROL. PURPOSE OF FLIGHT WAS A PERFORMANCE CHECK FLIGHT AFTER "GOODIE MODIFICATIONS" AND A BEACON

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